

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 3975-01
Bill No.: HB 1922
Subject: Regional Transportation Development Districts
Type: Original
Date: March 19, 2002

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
General Revenue	\$0 to Unknown	Unknown	Unknown
Total Estimated Net Effect on <u>All</u> State Funds	\$0 to Unknown	Unknown	Unknown

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 5 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials of the **Office of State Courts Administrator** stated there would be no fiscal impact on the State's Courts.

Officials of the **Department of Revenue** assume if Regional Transportation District boundaries are different than county lines, program change would be needed to MITS to create and maintain a "shape file" to define the boundaries of the district. It is estimated these changes will require 692 hours of programming at a total cost of \$23,085. The State Data Center cost to implement the proposed legislation will be \$4,503. Total cost would be \$27,588. **Because it is unknown what the district boundaries would be, or which form of financing would be adopted, toll road or sales tax, Oversight will show costs to DOR as \$0 or \$27,588.**

If a district were established, and the district's voter approved a sales tax, the DOR would retain a 1% collection fee which would be deposited in the State's General Revenue Fund. Income will be shown as \$0 or Unknown.

Officials of the **Missouri Department of Transportation** stated that this proposal prohibits their department from reducing funds to areas covered by a regional transportation district below the amount received in the year the district was created. This proposal also mandates the growth or reduction that would occur in the district area. Officials assume that the cumulation of the provisions removes the ability of the department to determine the best use of the available transportation funds to meet the needs of all the state. As the needs are met and the funds are then shifted to the next highest priority needs, funding levels would vary. Under this proposal the department would lose that flexibility which would in turn dramatically impact the department's ability to deliver the Long Range Transportation Plan. Officials assume an Unknown cost to the Mo DOT.

Oversight assumes that authority to make decisions concerning funding projects that are within a regional transportation district and funding levels for that district is lessened by this proposal, however, Oversight assumes there would be no fiscal impact. Certain projects outside of a district could be delayed due to the funding requirements of this proposal. Oversight assumes that any increase in funding for a transportation district would be offset by less available funds for other projects and would net to \$0.

Officials of the **State Auditor's Office** stated that they would have fiscal impact and the amount is indeterminable. Officials stated that even though they would be paid for any costs, they would still need monies appropriated to do the audits.

ASSUMPTION (continued)

Oversight assumes that Section 238.550 requires that all costs of audits would be paid by the transportation district. Oversight assumes that a district would pay the cost of an audit, therefore, there would be no cost to the State Auditor.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
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GENERAL REVENUE FUND

<u>Income</u> to DOR from 1% collection fee	Unknown	Unknown	Unknown
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<u>Cost</u> to DOR for Programming cost	<u>\$0 or (\$27,588)</u>	<u>\$0</u>	<u>\$0</u>
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ESTIMATED NET EFFECT TO GENERAL REVENUE FUND	\$0 to Unknown*	Unknown	Unknown
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*** Oversight assumes that Unknown collection fees would be greater than programming cost.**

<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
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**REGIONAL TRANSPORTATION
DEVELOPMENT DISTRICT**

<u>Income</u> to Transportation District from sales tax, toll fees, bonds, etc.	Unknown	Unknown	Unknown
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<u>Cost</u> to Transportation District funding transportation projects	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
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ESTIMATED NET EFFECT TO REGIONAL TRANSPORTATION DEVELOPMENT DISTRICTS	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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FISCAL IMPACT - Small Business

Small business located within a Regional Transportation Development District, whose voters approved the imposition of a sales tax, could expect to be impacted to the extent that they would pay and administer the collection of the sales tax.

DESCRIPTION

This bill authorizes the formation of Regional Transportation Development Districts to fund, promote, plan, design, construct, improve, maintain, and operate transportation projects or assist with these activities. To place a proposal to create a Regional Transportation Development District on the ballot, a petition must be filed by at least 50 registered voters of a county or the City of St Louis in the Circuit Court within the proposed district. The governing body of any county or the City of St. Louis may also pass an ordinance allowing voters to decide upon creation of a district. Provisions for public notice and voter approval are spelled out in the bill. If the question fails, it cannot be considered again for two years. Upon voter approval, a district board of directors must be elected. The board must appoint an Executive Director, District Secretary, Treasurer, and other officers or employees as necessary.

A district would have the power to contract and incur liabilities; purchase, lease, or lease-purchase property; borrow money; issue bonds; sue and be sued; set compensation of employees and contractors; and collect and disburse funds. The bill also contains language dealing with the following:

- (1) District taxing ability;
- (2) Cost recovery of filing and defending the petition;
- (3) Quorum for a board of directors;
- (4) Contracting ability with the Highways and Transportation Commission and local transportation authorities;
- (5) Condemnation process;
- (6) Law enforcement on district property;
- (7) District audit requirements; and
- (8) Abolishment procedures for districts.

DESCRIPTION (continued)

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

State Auditor's Office
Office of State Courts Administrator
Missouri Department of Transportation
Department of Revenue

NOT RESPONDING

City of : St. Louis
St. Louis County
Jackson County
St. Charles County
Boone County
Cass County
Clay County
Platte County
Greene County
Taney County
Marion County
Cape Girardeau County
Adair County



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Acting Director
March 19, 2002